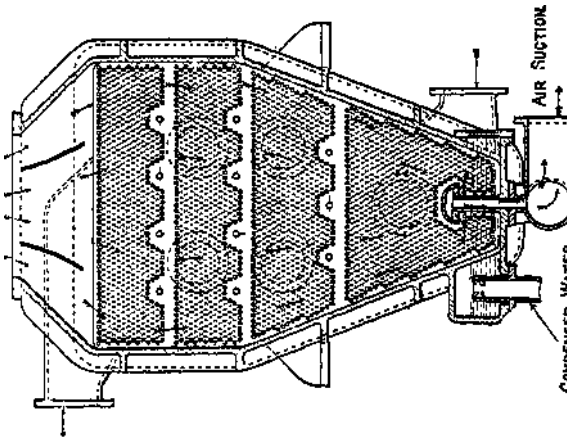
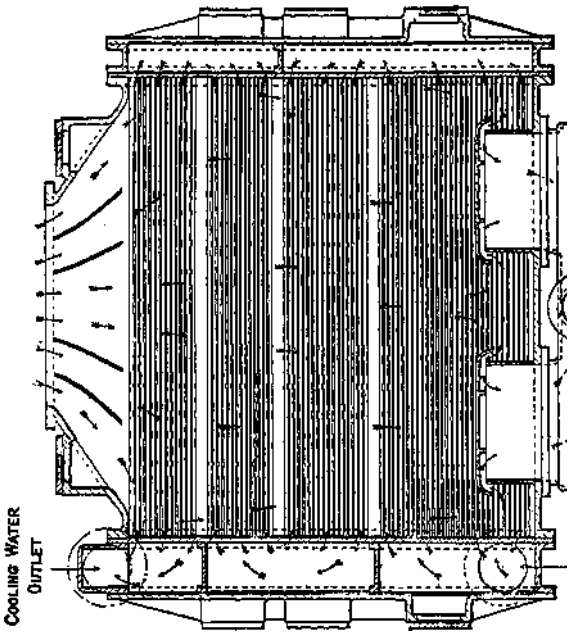
condenser built by Messrs. G. & J. Weir, Ltd., and it will be noticed that they are more or less of heart-shaped section. The area available for the flow of the steam therefore gradually decreases as the steam condenses,



and this is also affected by the closer spacing of the tubes towards the bottom. The air and its associated vapour along with the water of condensation are withdrawn at the bottom or narrow end



of the condenser.

In fig. 9 are shown two sectional views of a Weir " Uniflux "

condenser arranged for connection to a marine turbine where the condenser stands beside the turbine. Between the lowest tubes and the bottom of the condenser a perforated plate is introduced, the perforations being numerous to prevent any appreciable resistance to the flow at this point, but at the same time induce the stream of fluid to distribute itself over the length of the condenser instead of becoming localized near the air - pump suction. In this manner, then, stagnation on the steam side of the lower tubes is prevented. Usually the " dual" air-pump shown in fig. 15 would be connected up to the bottom of the condenser.

The surface condenser shown in fig. 10, built by The Mirrlees Watson Co., Ltd., approximates to the heart-shape section, deviating slightly from it for reasons of manufacture. It is readily seen that the velocity of flow